

Roof Outside Cover, Wood Grain Transfer and Paint

GROUP
46

PART 46-01	PAGE	PART 46-03	PAGE
General Roof, Wood Grain Transfer and Paint Service	46-01-01	Wood Grain Transfer	46-03-01
PART 46-02			
Roof Outside Cover	46-02-01		

PART 46-01 General Roof, Wood Grain Transfer and Paint Service

For detailed information on paint repair, refer to the handbook entitled Spot Repairing Original Enamel finishes with Acrylic lacquer, Form FD-7953-Q.

CLEANING

PAINT

The outside finish should be fre-

quently washed. Never wipe the painted surface with a dry cloth. Dusting the finish when it is dry tends to rub the dust and dirt into the baked enamel, and leaves a sandpaper effect on the surface. To keep the finish bright and attractive and eliminate the necessity of using polish, wash the car whenever it has accumulated a moderate amount of dirt and road salt.

WOOD GRAIN TRANSFERS

Never wipe the panels or trim rails with a dry cloth. This method of cleaning tends to rub dust particles into the finished surface and leave fine scratches. Flush off all loose dirt and other elements, and wipe the body panels and rails with a sponge and plenty of cold water. If desired, a mild soap may be used. Rinse thoroughly with clear water and wipe dry.

PART 46-02 Roof Outside Cover

COMPONENT INDEX Applies To Models As Indicated	All Models	Ford	Mercury	Meteor	Cougar	Fairlane	Falcon	Maverick	Montego	Mustang	Lincoln- Continental	Thunderbird	Continental- Mark III
REMOVAL AND INSTALLATION		02-01	02-01	02-01	02-01	02-01	02-01	02-01	02-01	02-01	02-04	02-02	02-02
REPAIR	02-05												
TOOL AND MATERIALS	02-06												

A page number indicates that the item is for the vehicle(s) listed at the head of the column.
N/A indicates that the item is not applicable to the vehicle(s) listed.

1 ROOF OUTSIDE COVER REMOVAL AND INSTALLATION

ALL EXCEPT THUNDERBIRD, CONTINENTAL MARK III AND LINCOLN CONTINENTAL

The following roof outside cover removal and installation procedures generally apply to all models. If some of the steps do not apply to the particular model being serviced, proceed to the next step. (Figs. 1 and 2 are typical of these models.)

REMOVAL

1. Disconnect the battery ground cable from the battery.
2. Cover the fenders, seats and rear deck areas with protective covers.
3. Remove the rear seat cushion and seat back.
4. Remove the quarter trim panels.
5. Remove the roof side rail weatherstrips and the weatherstrip retainers.
6. Remove the windshield pillar mouldings, the windshield upper mouldings, the windshield side mouldings, and corner extension mouldings.
7. Drill out the pop rivets and remove the drip rail mouldings and the quarter window mouldings.
8. Remove the blind quarter trim panels (position the windlace aside and disconnect the light wiring leads).
9. Remove the side and rear belt mouldings.
10. Remove the roof side ornaments.
11. Remove the back window outside mouldings.
12. Remove the screws and washers which retain the roof cover at the belt line.

13. Remove the windshield and back window moulding retainers.

14. Remove the screws and washers retaining the cover at the belt line.

15. Remove the screws that retain the cover at the front and rear window openings (one at each seam).

16. Remove the cover from the roof, leaving the old staples in place.

17. Apply sealer to the staples.

18. Clean all mouldings and retainers. Clean excess sealer from around the windshield and back window.

INSTALLATION

1. Measure and mark the center of the new top fabric.

2. Measure and mark the center of the vehicle roof.

3. Apply adhesive (C5AZ-19C525-A) to the underside of the cover between the center mark and the outboard seam. Do not apply adhesive to the cover in the area below the back window.

4. Apply adhesive (C5AZ-19C525-A) to the half of the roof. Do not apply adhesive to the area below the back window.

5. Position the cover to the roof and align the center marks. Then, cement the cover to the roof. Stretch out all wrinkles.

6. Apply adhesive to the other half of the roof and cover. Position the cover to the roof and stretch out all

7. Apply adhesive (C5AZ-19C525-A) to the body and underside of the cover in the area below the back window. Then, position the cover and remove any wrinkles.

8. Apply adhesive to the roof sides and door openings and to the underside of the cover. Make angle cuts at the corners as necessary. Then stretch the cover and cement it in place.

9. Trim the roof cover at the windshield and back window openings. Leave 1/2 inch of material at the openings for cover attachment in the window opening recess.

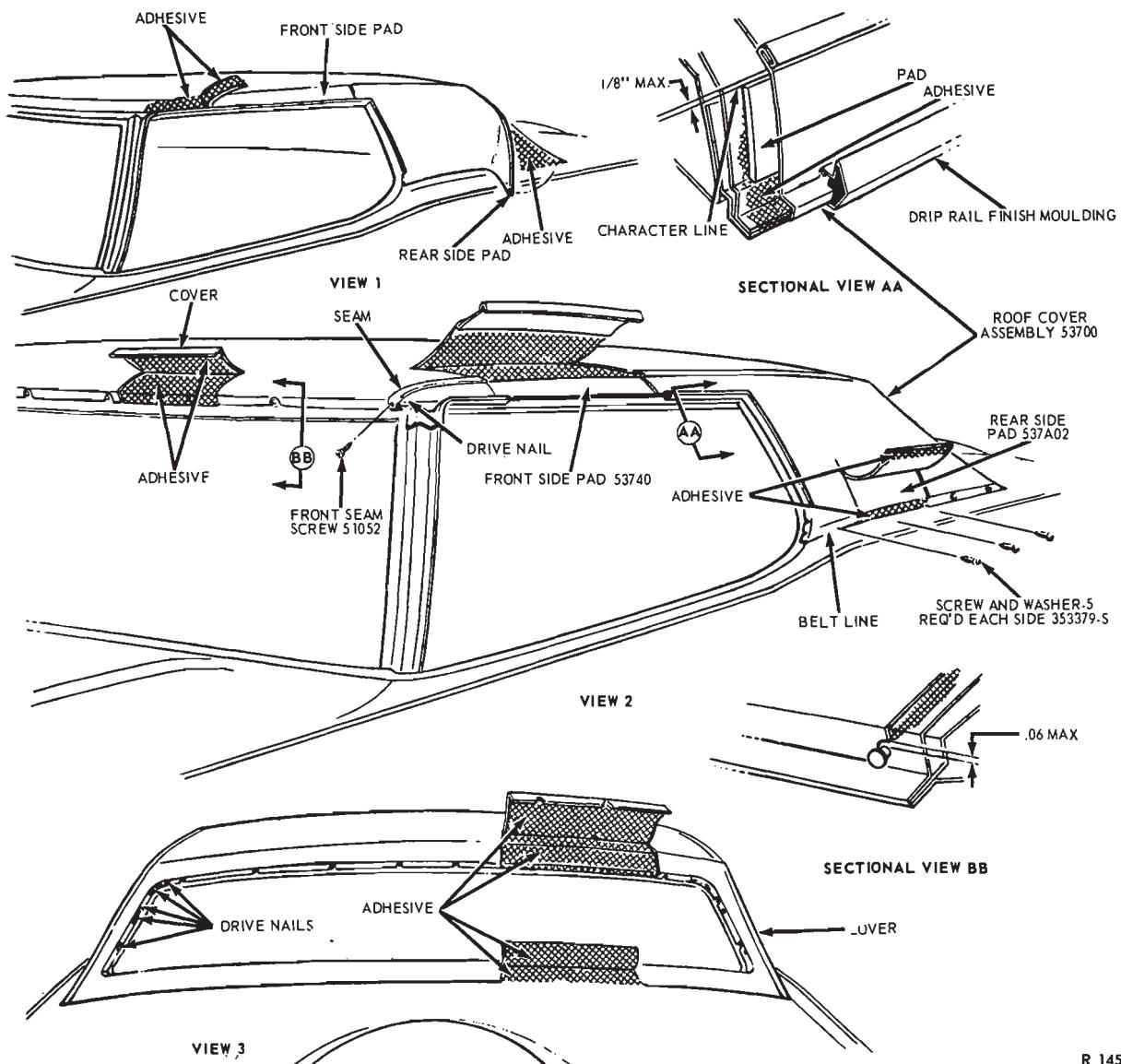
10. Apply adhesive (C5AZ-19C525-A) to the back window opening and the underside of the roof cover. Make angle cuts as necessary at the corners and cement the material in the back window opening recess. Trim the cover around the moulding retainer weld studs.

11. Apply adhesive (C5AZ-19C525-A) to the windshield opening and the underside of the roof cover. Make angle cuts as necessary at the corners and cement the material in the windshield opening recess. Trim the cover around the moulding retainer weld studs.

12. Punch 16 holes evenly spaced across the top of the windshield opening recess with an awl. Then, install drive nails to retain the top at the recess. Apply sealer over the drive nail heads. Cover the glass and use extreme care to avoid damage to the glass or glass edges.

13. Install the cover retaining screws at the right and left seams above the windshield opening.

14. Punch 20 holes evenly spaced at the top and sides of the rear window opening recess with an awl. Then, install drive nails to retain the top at the back window. Apply sealer



R 1450-A

FIG. 1—Roof Outside Cover Installation—Thunderbird and Continental Mark III

over the drive nail heads. Cover the glass and use extreme care to avoid damage to the glass or glass edges.

15. Install the cover retaining screws at the right and left seams above the rear window opening.

16. Apply sealer around the windshield and back window.

17. Install the windshield and back window moulding retainers.

18. With an awl, locate and install the screws and washers which retain the roof cover at the belt line.

19. Position and install the side and rear belt mouldings (apply sealer over the moulding retainer studs).

20. Install the roof drip rail mouldings and the quarter window mouldings.

21. Install the windshield top and

side mouldings.

22. Install the front pillar mouldings.

23. Position and install the roof side rail weatherstrip retainers and the weatherstrips.

24. Install the blind quarter trim panels (connect the light wire leads and position the windlace).

25. Install the quarter trim panels and watershields.

26. Install the rear seat back and seat cushion.

27. Install the back window mouldings.

28. Clean the windows, mouldings and top cover.

29. Connect the battery ground cable to the battery and remove all protective coverings.

THUNDERBIRD AND CONTINENTAL MARK III

REMOVAL

1. Unpack the new cover and spread it out to remove the wrinkles.

2. Remove the windshield wiper arms and blades.

3. Disconnect the windshield washer hoses at the cowl top grille and remove the grille.

4. Remove the windshield outside top, side and belt mouldings and the outside pillar mouldings.

5. Remove the screws that attach the end of each door opening weatherstrips to the cowl and remove the weatherstrip retainers.

6. Remove the screws attaching each door opening weatherstrip re-

tainer and remove the retainers.

7. Remove the pop rivet attaching the upper end of each pillar moulding, remove three screws attaching each outside finish panel at the glass opening, and remove the outside finish panel and pillar moulding as an assembly. Refer to Group 48.

8. Cut the sealer along the windshield drip moulding and remove the drip moulding.

9. Remove the front and rear (mouldings) pads from each roof side inner rail.

10. Remove the rear seat cushion and seat back from the vehicle.

11. Remove the light from each roof side trim cover and remove the left and right roof side trim covers.

12. Remove five drip rail finish moulding attaching rivets from each side and remove the drip rails.

13. Remove two nuts attaching each roof side ornament and remove the ornaments (Group 48).

14. Remove six nuts retaining each back belt side moulding and remove the belt side mouldings (Group 48).

15. Remove the five screws and washer assemblies that retain the roof cover at each side belt line (View 2, Fig. 1).

16. Remove the back belt moulding from the six retainers.

17. Remove the six belt moulding center section retainers.

18. Remove the back window exterior mouldings with the tool shown in Group 48.

19. Remove the back window exterior moulding retainers from the window opening.

20. Remove the windshield outside top moulding retainers from the windshield opening.

21. Remove the right and left front seam retaining screws (Fig. 2).

22. Remove the roof cover from the vehicle. **Do not remove the staples used to retain the cover.**

23. Cut any surplus butyl from the top edge of the windshield to allow proper installation of the front drip rail. Remove any surplus of butyl from the back window opening.

24. Apply sealer over all staples in the windshield and back window openings.

INSTALLATION

If the front or rear roof side pads are torn or damaged, perform steps 1 through 3. If the pads do not require replacement, skip steps 1 through 3 and proceed with step 4.

1. Pull off the old pad and clean the sheet metal area with a wire

brush.

2. Apply adhesive (C5AZ-19C525-A) to the roof sheet metal and the underside of the new pad.

3. Position the new pad so that its top edge aligns with the character line on the roof (Fig. 1).

4. Measure and mark the center of the new top fabric.

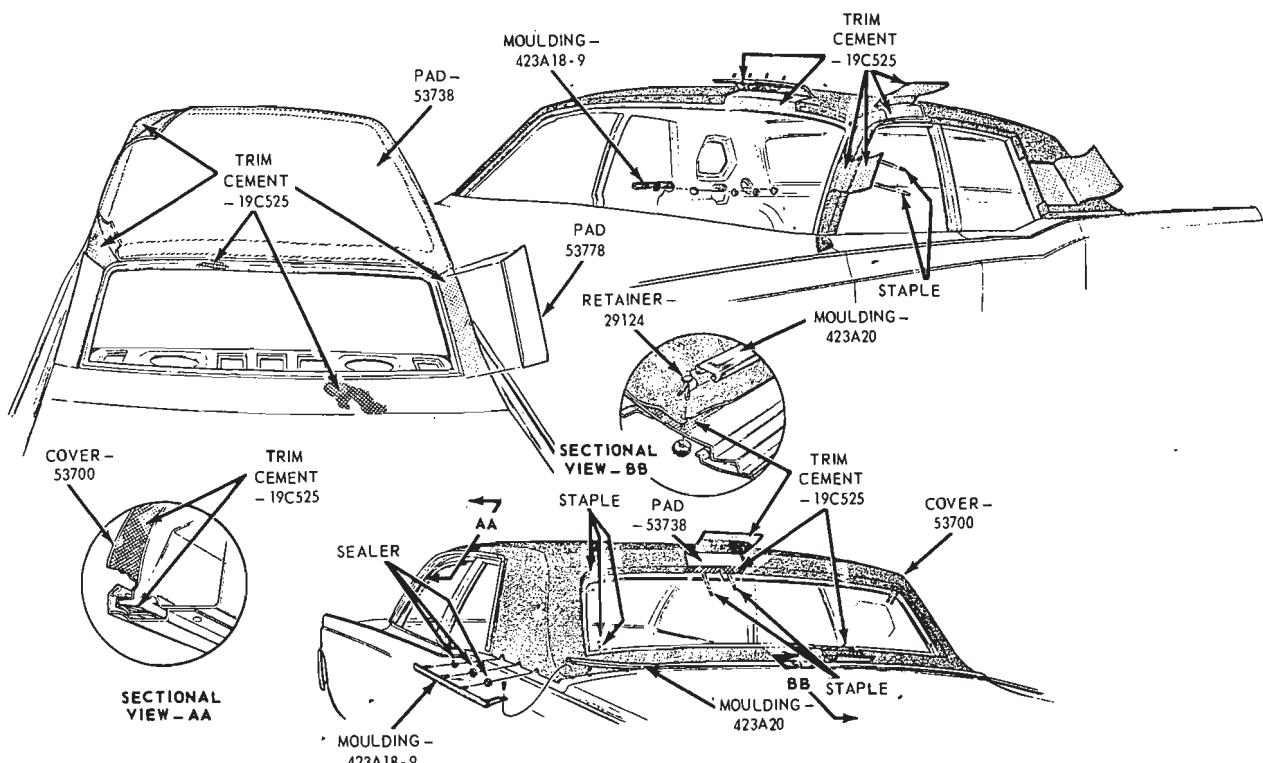
5. Measure and mark the center of the vehicle roof.

6. Apply adhesive (C5AZ-19C525-A) to the underside of the new roof cover assembly between the center mark and one of the outboard seams. **Do not apply adhesive to those parts of the assembly which cover the side pads and the area around the door, windshield and back window openings.**

7. Apply adhesive (C5AZ-19C525-A) to the corresponding half of the roof. **Do not apply adhesive to the side pads and the sheet metal area around the door, windshield, and back window openings.**

8. Position the cover to the roof, and align the center marks. Align the seam to the character line as shown in view AA of Fig. 1. Then, cement the cover to the roof. Stretch out all wrinkles.

9. Apply adhesive to the opposite half of the roof and cover. Position



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FIG. 2—Roof Outside Cover Installation—Lincoln Continental

the cover to the roof as described in step 8, and stretch out all wrinkles.

10. Apply adhesive (C5AZ-19C525-A) to the body and underside of the cover in the area below the back window (View 3, Fig. 1). Then, position the cover and remove any wrinkles.

11. Apply adhesive to the roof sides (drip rail and belt line) and door openings and to the underside of the cover. Make angle cuts at the corners as necessary. Then, stretch the cover and cement in place (View 2, Fig. 1).

12. Trim the roof cover at the windshield and back window openings. Leave $\frac{1}{2}$ inch of material at the openings for cover attachment in the window opening recess.

13. Apply adhesive (C5AZ-19C525-A) to the back window opening and the underside of the roof cover. Make angle cuts as necessary at the corners and cement the material in the back window opening recess. Trim the cover around the moulding retainer weld studs (View BB, Fig. 1).

14. Apply adhesive (C5AZ-19C525-A) to the windshield opening and the underside of the roof cover. Make angle cuts as necessary at the corners and cement the material in the windshield opening recess. Trim the cover around the moulding retainer weld studs (View BB, Fig. 1).

15. With an awl punch a hole in the top of the windshield opening recess at the outer side of each seam. Then install drive nails to retain the roof cover at the recess (View 2, Fig. 1). Apply butyl sealer over each drive nail.

16. Punch three holes in each upper corner and two holes at each side of the back window opening. Then, install drive nails to retain the roof cover at the back window (View 3, Fig. 1). Apply butyl sealer over each drive nail.

17. Clean all mouldings and retainers.

18. Position the drip rail finish mouldings to the drip rails on each side of the roof, and install the five attaching rivets (View 2 and View AA, Fig. 1).

19. At each side belt line, trim the roof cover and cement the cover to the body. Install the five retainer screws and washers at the belt line (View 2, Fig. 1).

20. Locate and punch six holes in the roof cover at each side belt line for the belt side moulding retainer attaching studs (Group 48).

21. Install the belt side mouldings by inserting the studs into the

punched holes described in step 20. From inside the car, install the retaining nuts on the studs. Apply sealer around the nuts to prevent leakage.

22. Install the six back belt moulding center section retainers below the back window opening, and then install the mouldings to the retainers (Group 48).

23. Install the back window exterior moulding retainers and mouldings (Group 48).

24. At each roof rear quarter, locate and punch two holes for the roof side ornament. Install each side ornament with the studs entering the punched holes; then, from inside the vehicle, install the retaining nuts on the studs. Apply sealer around the nuts.

25. Install the light in each roof side trim cover and install the covers, one trim clip each.

26. Install the rear seat back and rear seat cushion.

27. Install the front and rear (mouldings) pads to each roof inner side rail.

28. Position the front drip rail in the windshield opening recess and install the windshield outside top moulding retainers.

29. Position the right and left outside finish panel and pillar moulding to the windshield pillar and install the three retaining screws and pop rivet (Group 48).

30. Install the door opening weatherstrip retainers and weatherstrips, and install the screws that attach the end of each weatherstrip to the cowl.

31. Install the windshield outside top, side and belt mouldings, the outside pillar mouldings.

32. Install the cowl top grille and connect the windshield washer hoses.

33. Install the windshield wiper arms and blades.

34. Apply sealer C3AZ-19562-A (for white tops) or C3AZ-19562-B (for black tops) in the drip rail over the windshield.

35. Clean the glass, mouldings, top, and surrounding area.

LINCOLN CONTINENTAL

REMOVAL

1. Remove the right and left windshield inside and upper garnish mouldings.

2. Remove the right and left sun visor assemblies.

3. Remove the windshield inside lower corner and lower garnish mouldings.

4. Remove the roof side rail weatherstrips and weatherstrip retainers.

5. Remove the windshield pillar drip rail moulding retaining screws, and remove the drip rail mouldings.

6. Remove the windshield outside side mouldings.

7. Remove the windshield outside top mouldings.

8. Remove the windshield wiper blades and arms.

9. Remove the cowl top grille attaching screws, and remove the cowl top grille. Disconnect the windshield washer hoses.

10. Remove the windshield outside lower mouldings.

11. Remove the windshield from the car and place it on a bench.

12. Remove the rear seat cushion and seat back from the car.

13. Remove the right and left rear window inside side garnish moulding attaching screws, and remove the side mouldings.

14. Remove the rear window inside top garnish moulding attaching screws, and remove the top moulding.

15. Remove the right and left quarter belt garnish moulding attaching screws, and remove the moulding.

16. Remove the right and left side coat hooks.

17. Remove the right and left roof side inside rear moulding attaching screws, and remove the mouldings.

18. Remove the right and left roof headlining quarter trim panels.

19. Remove the right and left quarter trim panels.

20. Remove the package tray attaching screws and remove the package tray.

21. Remove the outside side, upper, and lower mouldings from the back window.

22. Remove the back window from the car and place it on a bench.

23. Remove the right and left back belt moulding retaining nuts and remove the mouldings.

24. Remove 3 nuts and 1 screw retaining the right and left back belt side mouldings and remove the mouldings (Fig. 2).

25. Clean the sealer from around the windshield and back window openings, and remove the moulding clips and window supports.

26. Using a 0.128-0.132 inch diameter drill, remove the pop rivets which attach the drip rail side finish moulding to the right and left drip rail flanges.

27. Remove the retainer strips, and clean the sealer from the drip rails.

28. Remove the top material re-

taining staples from the windshield and back window pinch weld flange.

29. Pull the front of the roof cover toward the rear of the car. Pull the cover loose from the cemented area around the back window upper back panel and roof quarters, and remove the cover.

30. Clean the old cement from around the back window and roof quarters with solvent.

31. Seal all staple holes around the windshield and back window openings with caulking cord AB-19560-A or pressure tape CIAZ-19627-A.

INSTALLATION

During installation of the top cover, drive nails should be used in place of staples if staple equipment is not available. When installing drive nails in areas where they were originally used, new holes must be used for adequate retention.

1. Position the roof cover on the roof panel. Be sure that the cover is properly centered.

2. Cement the front edge of the cover at the windshield opening with C2AZ-19C525-A trim cement (Fig. 2). Then, install the drive nails. **Do not re-use the drive nail holes. New holes must be made.**

3. Place protective covers on the luggage compartment area to protect the paint finish.

4. Cement the top cover to the back window opening with trim ce-

ment C2AZ-19C525-A (Fig. 2) and install the drive nails. **Do not re-use the drive nail holes.**

5. Cement the top cover to the right and left roof side quarters at the belt line with trim cement C2AZ-19C525-A, and install the retaining screws.

6. Clamp the right and left roof outside cover retainers in position and install pop rivets 378906-S (Fig. 2). Tape should be used to prevent the clamps from damaging the finish.

7. Trim excess cover material around the top.

8. Position masking tape on the top cover along the entire length of the drip rail. The tape should be positioned a little below the top edge of the drip rail to regulate the depth of the sealer. If the tape and sealer is not below the edge of the drip rail, water will spill over the drip rail.

9. Apply sealer C3AZ-19562-A (for white tops) or C3AZ-19562-B (for black tops) over the entire length of the drip rail retainers (Fig. 2). When the drip rail is properly sealed, a minimum depth of 1/8 inch should be retained for adequate water drainage. After the sealer is smooth, remove the tape from the top.

10. Clean excessive sealer from the drip rails.

11. Install the windshield and back window moulding retainer clips and the windshield and back window spacers on the flanges.

12. Clean all old sealer from the windshield and back window.

13. Install the windshield and back window using the recommended procedure.

14. Install the windshield outside lower mouldings.

15. Connect the windshield washer hoses and install the cowl top grille.

16. Install the windshield wiper arms and blades.

17. Install the windshield outside top moulding, and apply sealer for a water tight seal.

18. Install the right and left windshield outside side mouldings.

19. Install the right and left drip rail side finish mouldings.

20. Install the right and left roof side weatherstrip retainers and weatherstrips.

21. Install the back window outside mouldings, back belt mouldings, and back belt side mouldings.

22. Install the package tray.

23. Install the headlining quarter trim panels.

24. Install the quarter trim panels.

25. Install the back window inside garnish mouldings, (and coat hooks.)

26. Install the roof quarter inside garnish mouldings, and coat hooks.

27. Install the rear seat back and seat cushion.

28. Install the right and left sunvisor assemblies.

29. Install the windshield inside top side and lower garnish mouldings.

7 ROOF OUTSIDE COVER REPAIRS

The information given in this section applies to all car lines. The illustrations shown are of the Thunderbird, but they are typical of all car lines.

EXTENT OF REPAIRS

The type and extent of repairs that can be performed on vinyl roofs generally fall into the following categories:

REPAIRS DURING PRE-DELIVERY

A repair made during pre-delivery can be more extensive than one that is brought to the dealer's attention by the customer after the vehicle has

been delivered. Therefore, close inspection of the vinyl roof is imperative during pre-delivery and obvious defects should be corrected to avoid potential customer complaints.

CUSTOMER COMPLAINT * REPAIRS

Usually customer complaint repairs are somewhat limited as the customer is more apt to be severely critical of the repaired area. Certain complaint repairs should be discussed with the customer and the location and type of repair should be the guide in determining the feasibility of the repair, along with assuring the customer that the repair will be performed to his satisfaction. In many cases the cus-

tomer will accept the repair to avoid long delays and also if he can be assured that the repair will restore the vinyl top to a like-new condition.

REPAIRS ON WHITE VINYL

Although the same type of repairs can be performed on white vinyl tops, the repair becomes more difficult (particularly when repairing a cut or scuff on the vinyl surface). However, with certain precautions the repair can be made to an acceptable level.

It is important that the vinyl surface is thoroughly cleaned before the repair is made and also that excessive heat be avoided to prevent possible charring of the vinyl. The recommended cleaning procedure and temp-

eratures are outlined under **Repair Procedures**.

TOOLS AND MATERIAL

The following are the recommended tools and material required to perform the various types of repairs.

Before ordering from the sources listed, it is suggested that local jobbing shops or radio equipment outlets be contacted for availability of these items.

TOOLS

1. Heat Gun—Model HG-501...

Source: Electric Tool & Service Co., 6188 12th St. Detroit, Michigan 48208.

2. Soldering Iron consisting of (1 each):

No. 6100—Imperial Unger Handle

No. 6102—Imperial Unger Standard 2-wire cord...

No. 6202—Imperial Unger 25-Watt heating cartridge...

No. 6372—Imperial Unger Tip

Source: Radio Specialties Co., 12775 Lyndon Ave., Detroit, Michigan 48227.

3. Transformer-Model No. 10B Superior Variable...

Bud Metal Box Model No. C-1606

....
Source: Radio Specialties Co., 12775 Lyndon Ave., Detroit, Michigan 48227.

4. Hypodermic Syringe 2 1/2 cc with a No. BD-18 needle (Plasti-pakz.... Source: Any medical supply company.

MATERIALS

1. Rubber Cement Pick-Up (DRAFCO)...

Source: Procure locally or Drafting Materials Inc., 4851 Woodward Ave., Detroit, Michigan 48201.

2. Abrasive—Cellulose sponge No.

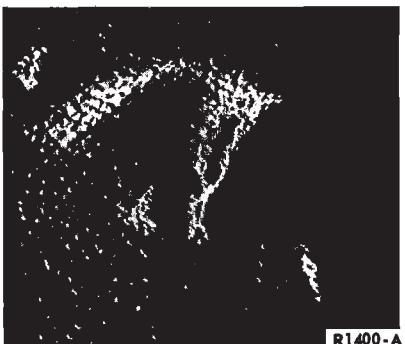


FIG. 3—Air Bubble

7010 (Scotchbrite Brand 3M) (Surfa Scuff Sponge)...

Source: Procure locally

3. Vinyl Top Cleaner—Part No. COAZ-19526-A ...

Source: Class A Facing Parts Depot

4. Vinyl Top Adhesive—Part No. COAZ-19C525-A ...

Source: Class BA Master Parts Depot

5. Vinyl Paint—Spray Can net wt. 5 Oz. Avd.

Color	Part Number
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Black	VR-1724-S
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White	VR-1525-S
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Blue	VR-1903-S
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Gold	VR-1915-S
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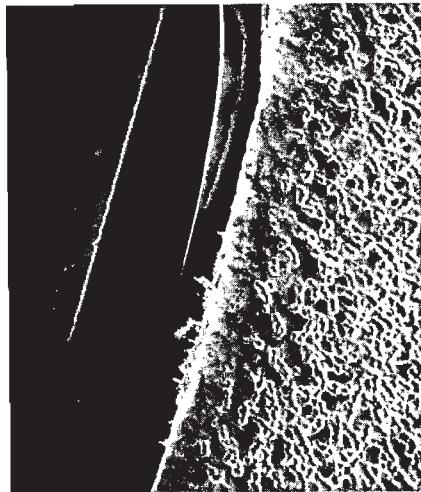


FIG. 4—Scuffs or Abrasions

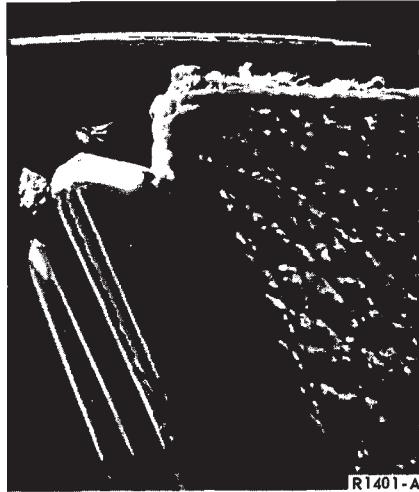


FIG. 5—Major Cuts

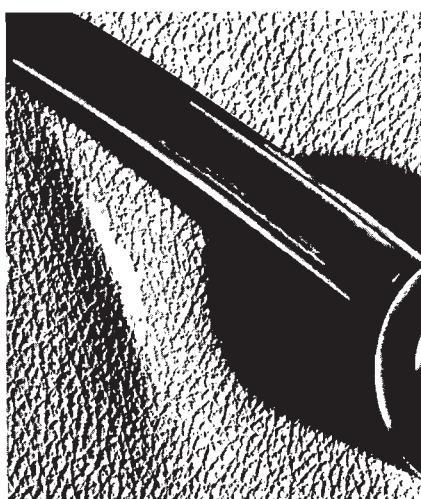
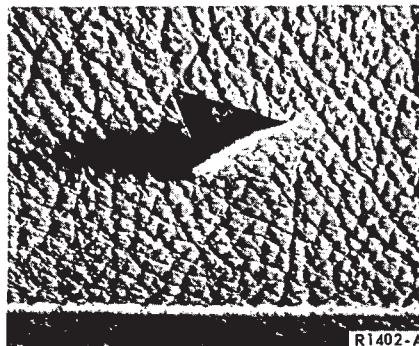
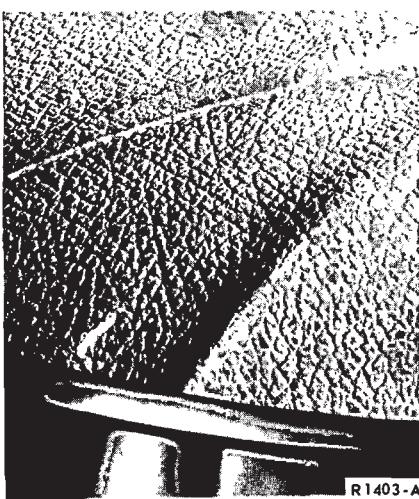


FIG. 6—Wrinkles



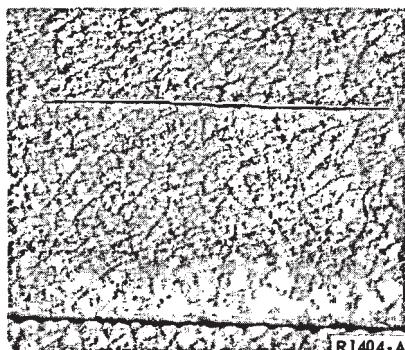


FIG. 7—Minor Surface Cut

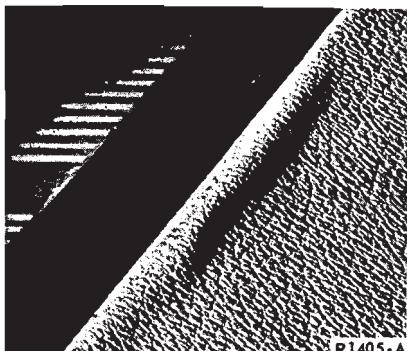


FIG. 8—Looseness

Parchment	VR-1631-S
Brown	VR-2045-S
Dulling Agent	VR-95F17-S
Class drop ship.	

The above colors are packaged in quantities of (6). When ordering always select any combination of (6) colors by part number.

TYPES OF REPAIRS

The following are the various types of items that can be repaired:

BUBBLES

A separation between the vinyl cover and metal surface due to trapped air (Fig. 3).

SCUFFS AND ABRASIONS

Surface damage caused by rubbing action (Fig. 4).

MAJOR CUTS

A cut which has penetrated through both the vinyl surface and cloth backing (Fig. 5).

WRINKLES

A crease or small fold on the surface of the material. This condition is

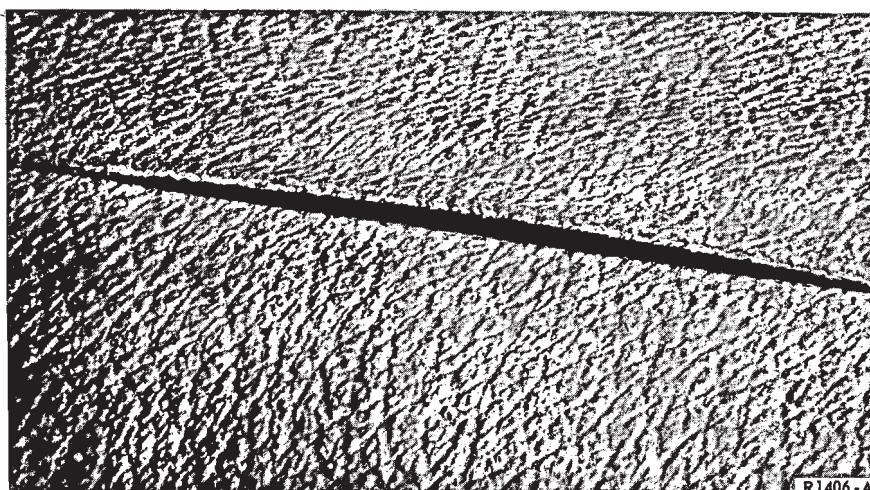


FIG. 9—Bonded Seam Separation



FIG. 10—Stripping and Filling Scuffed Area with Vinyl

usually evident outboard of the bonded seam (Fig. 6).

MINOR CUTS

A surface cut which has not penetrated the cloth backing (Fig. 7).

LOOSENESS

Vinyl material that has not been drawn tight over a sharp bend in the sheet metal such as around the backlite or over padded material used on certain models and body styles (Fig. 8).

SEPARATED BONDED SEAM

Seams in which the two pieces of material have a gap between the sections (Fig. 9).



ADHESIVE SMEARS

These are smears of the type that normal cleaning will not remove such as trim cement, drip rail sealer, or the adhesive which is used for vinyl roof installation.

These are typical of the kind of items that are repairable. However, there are certain considerations regarding the type of repairs to be performed (e.g., whether repair is to be performed during pre-delivery, color of vinyl roof involved, location of defect, etc.).

REPAIR PROCEDURES

Before proceeding with any repairs thoroughly clean the vinyl roof with cleaner, Part No. COAZ-19526-A. Use a scrub brush to remove all dirt imbedded in the graining. Repeat the cleaning operation as often as required, particularly on white vinyl

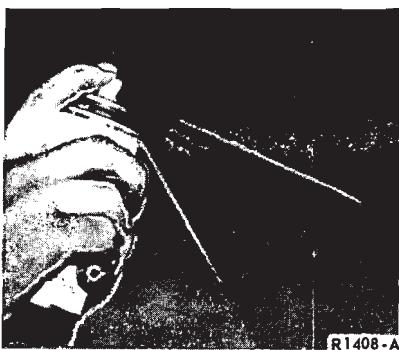


FIG. 11—Spraying Repaired Area

tops.

SCUFFS OR ABRASIONS

Connect the soldering iron and set the transformer heat range to No. 7 position (approximately 225 degree F).

Clean the soldering iron tip thoroughly with the abrasive pad. This must be done frequently while performing the repair to avoid vinyl build-up on the tip.

Lightly slide the soldering tip over the scuff mark several times using short overlapping strokes until the frayed vinyl has fused to the surface.

The vinyl surface may have been removed by the scuff exposing the cloth backing. If this is encountered, it will be necessary to fill in with vinyl as shown in Fig. 10. This is typical where vinyl must be added and is accomplished by stripping a small quantity of vinyl off a piece of scrap material with the hot tip of the solder gun as shown in Fig. 10. Carefully fill in as required using short overlapping strokes. (Several stripping operations may be required to adequately fill the scuffed area).

The graining effect in the vinyl can be restored by carefully etching the grain pattern into the vinyl with the sharp edge of the soldering tip. The gloss or shiny surface created by the repair can be removed with the dulling agent or by spraying the area with liquid vinyl as shown in Fig. 11. Several color coats of liquid vinyl may be required. The last coat should be a fog coat to minimize gloss.

This repair can be applied to scuffs or abrasions in most areas of the vinyl top.

MINOR SURFACE CUTS

Connect the soldering gun and set the transformer heat range to No. 7



FIG. 12—Application of Adhesive

position (approximately 225 degrees F).

Clean the soldering iron tip thoroughly with the abrasive pad. This must be done frequently during the repair to avoid vinyl build-up on the tip. Lightly slide the soldering tip across the cut surface using very short strokes (1/4 inch or less) until the cut is covered with vinyl. Again go over the cut lengthwise with the soldering tip to smooth out the surface. The graining effect can be restored by carefully etching the grain pattern into the vinyl with the sharp edge of the soldering tip.

If required, the gloss or shine on the vinyl surface created by the repair can be removed with the dulling agent and then spraying the area with liquid vinyl as shown in Fig. 11. Several color coats of liquid vinyl may be required. The last coat should be a fog coat to minimize gloss.



FIG. 13—Positioning Material into Damaged Area

MAJOR CUTS

Connect the soldering iron and set the transformer heat range to No. 7 position (approximately 225 degrees F).

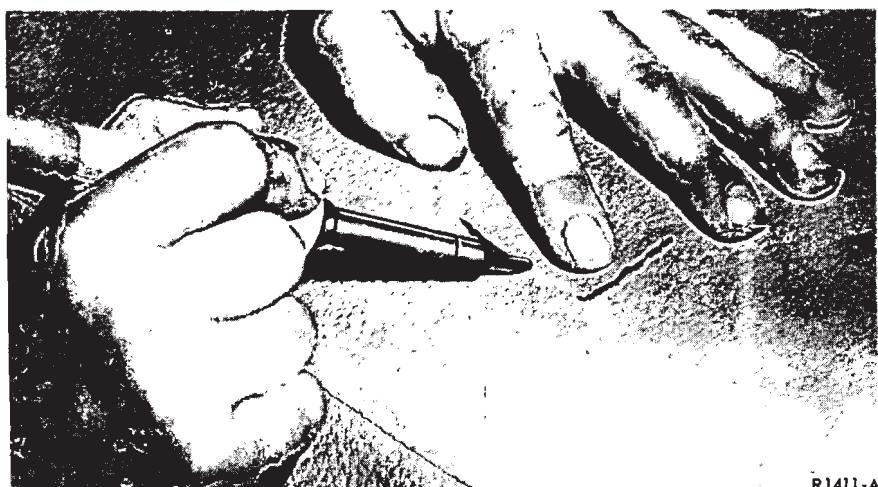
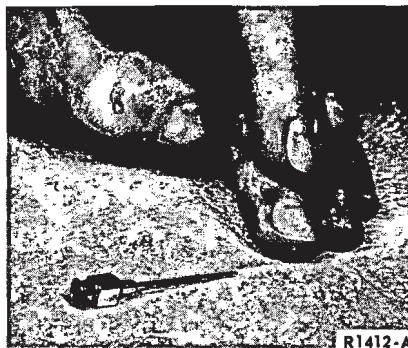


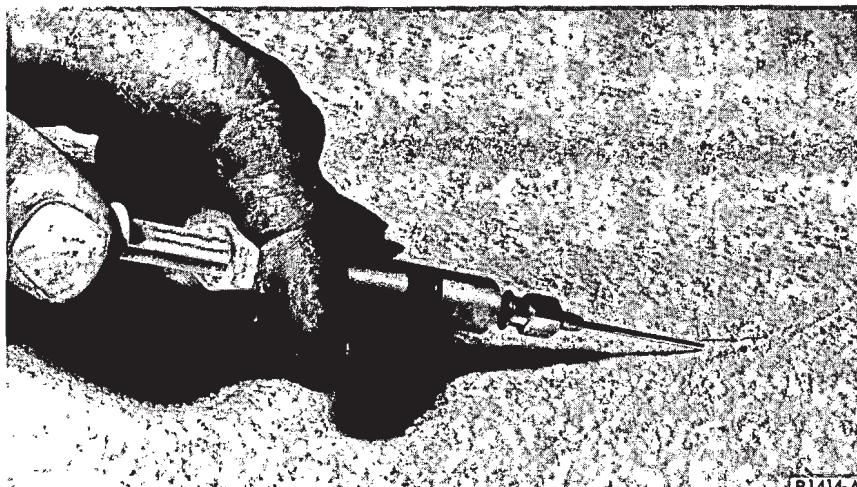
FIG. 14—Fusing Cut With Soldering Iron

R1411-A



R1412-A

FIG. 15—Expelling Air With Hypodermic Needle



R1414-A

FIG. 17—Injecting Adhesive Under Vinyl Material



R1413-A

FIG. 16—Applying Heat With Heat Gun

Clean the soldering iron tip with the abrasive pad. This must be done frequently during the repair to avoid vinyl build-up on the tip. If the damage is over an inch long, apply a light coat of adhesive as shown in Fig. 12. (It is not necessary to use cement if the cut is over a padded area).

Allow the adhesive to air dry for several minutes, then carefully lay the material into the damaged area so that the raw edge butts firmly together as shown in Fig. 13.

Start at the center of the cut and lightly slide the soldering tip across the cut surface, as shown in Fig. 14, using very short strokes (1/4 inch or less) until the cut is covered with vinyl.

Again go over the cut lengthwise with the soldering tip to smooth out the surface.

The graining can be restored by carefully etching the grain pattern into the vinyl with the sharp edge of the soldering tip.

If required the gloss or shine created by the repair can be removed with



R1415-A

FIG. 18—Correcting Wrinkles at Front Corner

the dulling agent or by spraying the area with liquid vinyl as shown in Fig. 11. Several coats may be required. The last coat should be a fog coat to minimize gloss.

BUBBLES

Generally, an air bubble is caused by trapped air and can be corrected by expelling the air with a hypodermic needle as shown in Fig. 15. It will be necessary to activate the adhesive under the vinyl after the air has been expelled by applying heat with the heat gun until the vinyl surface is hot to the touch. Then, work the material down with the fingers as shown in

Fig. 16.

To avoid overheating and possible damage to the vinyl, hold the heat gun about 10 to 12 inches from the surface and constantly move the gun in a circular motion.

In some cases where a good bond cannot be obtained, insert a small amount of adhesive, Part No. C2AZ-19C525-A under the vinyl material with a syringe as shown in Fig. 17.

WRINKLES

Do not confuse a wrinkle with a bubble. Usually a wrinkle has small radial folds with an excessive amount



FIG. 19—Loose Material at Blind Quarter

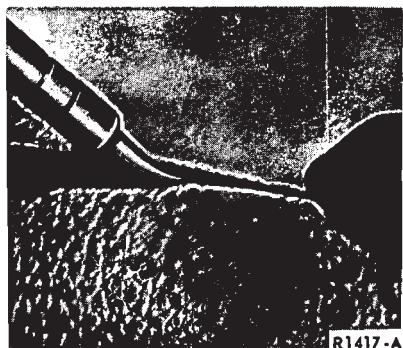


FIG. 20—Applying Heat to Underside of Bonded Seam

of slack material which cannot be displaced without rearranging the material. To illustrate an example, the following repair procedure describes the correction of a wrinkle at the front corner.

Partially or completely remove any mouldings or ornamentation in the immediate area of the wrinkle.

Pull the vinyl material free from the roof panel up to the bonded seam and along the side drip rail for approximately 10 inches.

Clean the surface thoroughly of the old adhesive. Apply a thin film of adhesive to both the vinyl material and along the drip rail. Allow the adhesive to air dry for several seconds.

Grasp the material firmly then draw the material taut until all wrinkles are removed as shown in Fig. 18. Fold the material under the

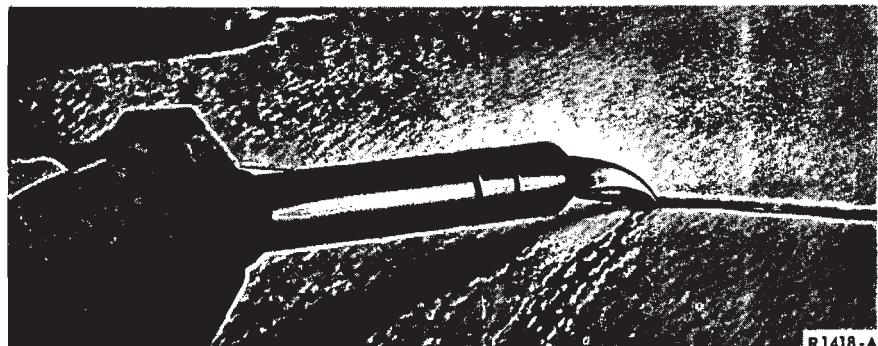


FIG. 21—Applying Heat to Edge of Bonded Seam

drip rail flange.

Secure the front edge of material with one or more drive nails as required to assure that the material does not creep. Apply sealer under the drive nails to prevent possible water leak.

Install the mouldings and weatherstrips.

LOOSENESS

Loose vinyl roof material usually occurs at padded areas of the vinyl roof which is used only in certain body styles. The following is a typical repair of loose material at the blind quarter area, and generally applies to other areas such as around the backlite opening.

Partially or completely remove mouldings or ornamentation in the immediate area to be repaired.

Carefully peel the edge of the material free from the sheet metal.

Clean the metal surface thoroughly of the old adhesive. Apply a thin film of adhesive to both the vinyl and metal surface. Allow the adhesive to air dry for several seconds.

Grasp the material firmly then draw the material taut as shown in Fig. 19. Secure the edge of the material with drive nails or sheet metal screws as required to assure that the material does not creep.

Apply sealer over the drive nails or sheet metal screws to prevent possible water leaks. Install the mouldings.

SEPARATED BONDED SEAM

Connect the soldering iron and set the transformer heat range to No. 7 position. (approximately 225 degrees

F).

Clean the soldering iron tip thoroughly with the abrasive pad. This must be done frequently while performing the repair to avoid vinyl build-up on the tip. Start at one end of the separated seam and insert the tip of the soldering iron between the bonded seam as shown in Fig. 20. Note the position of the curved tip. Slowly move the tip along the underside of the seam following immediately with the fingers to press the seam together.

Reverse the soldering iron tip as shown in Fig. 21 and again slowly move the tip along the edge of the seam.

This completes the repair and, if performed correctly, should not require paint touch-up. If, however, the vinyl surface outboard of the seam has a glossy or shiny appearance created by the repair, the area can be restored to its original satin finish with a dulling agent or by applying liquid vinyl as shown in Fig. 11. Several coats may be required. The last coat should be a fog coat to minimize gloss.

ADHESIVE SMEARS

Adhesive smears can be removed in most cases, provided this is done immediately and the adhesive is not allowed to age on the vinyl roof. Therefore, it is imperative that the clean-up is performed as soon as possible. Fresh sealer smears can be removed by rubbing the smear off with a rubber cement pick-up block such as the type described in the list of materials.

PART 46-03 Wood Grain Transfer

COMPONENT INDEX Applies Only To Models Indicated	Ford	Mercury	Meteor	Fairlane	Montego
WOOD GRAIN TRANSFER Removal and Installation	03-01	03-01	03-01	03-01	03-01
Repair	03-01	03-01	03-01	03-01	03-01

A page number indicates that the item is for the vehicle(s) listed at the head of the column.

PRESSURE SENSITIVE WOOD GRAIN TRANSFER REPAIR

It is not necessary to replace the vinyl wood grain transfer because of blisters, air bubbles, chips or scratches.

To repair blisters or air bubbles, pierce the bubble or blister with a pin. Work the trapped air out of bubble and press the transfer firmly against the sheet metal. It may be necessary to preheat the metal slightly to soften the adhesive.

For chips or scratches, use touch-up paint to repair the damaged areas. The available paints are shown in Fig. 1.

PRESSURE SENSITIVE WOOD-GRAIN TRANSFER REPLACEMENT

1. Remove the wood-grain plastic trim rail(s) or mouldings.

2. Clean the surface to be sure it is free of dirt, oil, wax and/or other foreign material. Use a clean rag, paper towel or sponge wet with Silicone and Wax Remover (DL 60-3721-A). Be sure the flanges, corners and any depressions are clean to assure maximum transfer adhesion.

3. Repair the panel by metal finishing, if required.

4. If the original grained transfer has been damaged (scratched or cut) or partially removed during metal finishing, the damaged area should be sanded smooth and the original transfer film featheredged with 320-grit or finer sandpaper.

5. Apply Lacquer Spot Putty (C3AZ-19B542-A) to the damaged area with a squeegee or flexible glazing knife to build up the surface to the level of the original film. This should be done only on a small area.

If the damaged area is large, apply primer with a spray gun to build up the surface to the level of the original film.

6. Allow the primer or spot putty to dry thoroughly. Then, sand the primer and the entire grained panel with 320-grit or finer sandpaper. Repeat step 5 if necessary.

7. If the repair is being made to a door, trim the existing transfer film from the leading and trailing edges of the panel. Sand the edges of the panel and the inner surface of the flanges. Use the same procedure for the trailing edge of the fender and the leading edge of the quarter panel.

8. Prepare a wetting solution by mixing one ounce Liquid Car Wash COAA-19B521-A in a pail of warm water.

9. Cut the repair transfer to the desired size, using care to align the wood grain with the surrounding panels.

10. Place the transfer face down on a clean bench or other suitable flat surface and pull the paper backing off the transfer film. Be careful not to stretch or tear the transfer film.

11. Apply the wetting solution liberally to the tacky side of the transfer and to the panel being repaired with a rag or sponge. It is ex-

tremely important that the vehicle panel surface, the transfer film and the wetting solution all be at a moderate temperature (at least 65 degrees F.) when performing this repair. Live steam, hot water or an electrically heated air blower may be used to warm the panel. It may also be used to soften the repair transfer film to make it conform to the vehicle panel and to aid in bending the transfer around the panel edges.

12. Position the transfer film on the panel. The presence of the wetting solution will help to prevent the pressure sensitive adhesive from sticking to the panel. This permits moving the transfer film to align the simulated caulk lines or wood grain pattern with the adjacent panels.

13. Smooth the transfer film on the panel with a rag or sponge wet with the wetting solution to remove large air pickets.

14. Squeegee the transfer film on the panel, working from the high point of a contour line on the panel. This will remove the wetting solution from between the transfer film and the panel and allow the adhesive on the film to stick to the panel. Remove any air or water bubbles as necessary by pricking them with a pin, and squeegee.

Color	Part Number®
Highlight Color (Dark Brown)	DA 720
Solid Background Color (Light Brown)	DA 721
Black	DA 560
Order Paint From:	Minnesota Mining and Manufacturing Co. Decorative Products Division 45834 Van Dyke Ave. Utica, Michigan

FIG. 1—Available Paints for Wood Grain Transfer Repair

15. Wrap the transfer film around the edges of door and quarter panels and the trailing edge of the front fender (as applicable). Apply heat to

the edges and press the transfer film firmly against the flange, and squeegee.

16. Wipe the surface dry with a clean soft cloth and install the grained plastic trim rails or mouldings.